

Art Williams

From: Jim Wing <jameswing@msn.com>
Sent: Saturday, November 25, 2023 7:12 AM
To: Transportation
Subject: PUBLIC COMMENT ITEM NOT ON AGENDA MEETING 11/29/2023

CSC Chair Banerjee and Distinguished Commission Members

CSC 11/29/2023 Meeting Public Comment

First Street Streetscape Design CIP CD 01017

I recommend you change subject of this CIP to only focus on correcting existing pedestrian crossing safety problem at First and Main Post Restaurant Corner. Use funds in FY 2023/2024 budget [\$338,000] to move Post Restaurant to Chevron Gas Station pedestrian crossing to in line with Main sidewalk [approx. 14 feet] This will correct an existing pedestrian safety problem caused by Main and State Streetscape. High-density housing developers are already doing Streetscape at no cost to Los Altos. Following are details of pedestrian crossing safety problem

- Right turn lane for northbound 1st traffic turning right to Main causes narrow pedestrian sidewalk for 55 feet along 1st Post Restaurant corner building
- First Street pedestrian crossing [Post Restaurant to Chevron Gas Station] is set back from Main and restricts driver's visibility of pedestrian's as they turn right to 1st going to Draeger's.
- Narrow sidewalk and set back causes pedestrians at Post corner waiting to cross being hit by car passenger side extending rearview mirror.
- Due to setback, cars at Post corner turning right on red to Main block crosswalk while waiting for gap in Main traffic.

When this very old CIP was first approved, First had retail. We now know that First retail Whitney to San Antonio is dead and is being replaced with multistory high-density housing. First Street does not need Streetscape design to attract retail customers, it only needs to provide safe sidewalks with lighting / landscaping for residents walking to Main and State. Only three adjacent small west side lots 382,392,394 [total width 193 feet] that do not have development plans, would interest developers. All new housing developments are providing some streetscape / landscape / lighting at no cost to Los Altos. First west side lots require developers to provide 50% landscaping in 10 feet zone along their street property line. Draeger's already has Council approved Streetscape design [landscaped bulb outs, eliminate midblock crosswalk, entrance driveway relocation and lighting].

Following comments are items that would have restricted any Streetscape design.

- First Street right away is only 50 feet. Not enough space to add bicycle lanes
- Centerline of 1st travel lanes are offset 25 inches at Main crossing.
- Difficult for westside of 1st pedestrian's to cross Chevron gas station 21 feet wide driveway cut that has heavy inlet / outlet traffic.
- Four closely spaced Plaza 1 high traffic volume driveway cuts.

- Draeger's has westside of 1st restricted hour "no parking" easement alongside of store building for delivery trucks. Also, wide truck loading driveway cut at rear of store.
- Fire hydrant blocking sidewalk at rear of Draeger's.
- Both Skips Tire [317 First] and Reitmeirs Werkstatt [309] have 1st street inlet / outlet service driveways. Both stores have drive-thru to alley buildings that are lightly used.
- Westbound Whitney drivers turning left to southbound 1st have restricted visibility of oncoming traffic due to cars parked on 1st. First Street traffic accident avoidance reaction time to car pulling out of Whitney is less than 2 seconds. Planning and Traffic Commission members questioned making Whitney one-way.
- New and existing multifamily housing [174 units] will need delivery truck loading zone near their front entrances.
- Total of Eighteen driveway cuts are safety hazards for pedestrians and cyclist in 3 blocks of 1st. Cyclist must share traffic travel lanes. Visibility of cyclist is restricted for drivers exiting driveway cuts.
- Daily, large semitrailer trucks starting at 1st / San Antonio and going to Draeger's, and Safeway. Sysco semitrailer restaurant food supply trucks use 1st for delivery to downtown Restaurants and need at least 12 feet travel lanes. Fire truck access with also need 12 feet travel lanes.
- VTA 40 bus route right-away on 1st, Lyell to San Antonio
- What little retail that is left, needs street parking. When Streetscape CIP was approved in 2016 there were 36 stores, now almost are gone. Eleven remain in Draeger's block.
- Only one westside stormwater drain inlet near Chevron corner, none on east side. Stormwater run-off mostly drains to side streets [Lyell, Whitney, Main] that slope down to 2nd stormwater drain inlets. I have seen very heavy stormwater run-off backup on 2nd during walks during rain. Bulb outs must allow drainage.
- First, San Antonio to Whitney have 77 parking spaces with 37 eastside and 40 westside. Draeger's block: 11 eastside / 16 westside. 300 block: 17 eastside / 13 westside. Los Altos Hardware block: 9 eastside / 13 westside.
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Thank you for your consideration, Jim Wing, Milverton Road, Los Altos